

**AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing Of Claims:**

1-5. (Canceled).

6. (Previously Presented) A system for triggering a restraint system in a vehicle, comprising:  
    at least one acceleration sensor for measuring an acceleration of the vehicle and generating a corresponding acceleration signal;  
    a pre-crash sensor for determining a closing velocity of the vehicle in a crash;  
    a control arrangement for triggering the restraint system in a crash of the vehicle, wherein the restraint system is an airbag with at least a first stage and a second stage of deployment, and wherein triggering of at least the first stage of deployment of the airbag is determined as a function of at least one criterion derived from the acceleration signal, and wherein triggering of the second stage of deployment of the airbag is determined as a function of a combination of the at least one criterion and the closing velocity.

7. (Currently Amended) The device as recited in Claim 6, wherein the at least one criterion is a time of deployment [[for]] of the first stage of airbag deployment.

8. (Previously Presented) The device as recited in Claim 7, wherein one of a plurality of categories is defined as a function of the time of deployment for the first stage of airbag deployment and the closing velocity, and wherein a time of deployment for the second stage of airbag deployment is determined as a function of the defined category.

9. (Previously Presented) The device as recited in Claim 8, wherein the second stage of deployment of the airbag is not triggered if the closing velocity is below a predetermined threshold.

10. (Previously Presented) The device as recited in Claim 8, wherein the plurality of categories include a first category corresponding to deployment of the second stage and a second category corresponding to non-deployment of the second stage.

11. (Previously Presented) The device as recited in Claim 9, wherein the plurality of categories include a first category corresponding to deployment of the second stage and a second category corresponding to non-deployment of the second stage.

12. (New) The device as recited in Claim 6, wherein the closing velocity is used in determining the first stage of deployment and in determining the second stage of deployment.

13. (New) A system for triggering a restraint system in a vehicle, comprising:

- at least one acceleration sensor for measuring an acceleration of the vehicle and generating a corresponding acceleration signal;

- a pre-crash sensor for determining a closing velocity of the vehicle in a crash;

- a control arrangement for triggering the restraint system in a crash of the vehicle, wherein the restraint system is an airbag with at least a first stage and a second stage of deployment, and wherein triggering of at least the first stage of deployment of the airbag is determined as a function of at least one criterion derived from the acceleration signal, and wherein triggering of the second stage of deployment of the airbag is determined as a function of a combination of the at least one criterion and the closing velocity;

- wherein the at least one criterion is a time of deployment of the first stage of airbag deployment,

- wherein at least three categories are defined as a function of the time of deployment for the first stage of airbag deployment and the closing velocity, and wherein a time of deployment for the second stage of airbag deployment is determined as a function of the defined category, the at least three categories include a first category corresponding to non-deployment of the first stage, a second category corresponding to deployment of the second stage, and a third category corresponding to deployment of the second stage,

- wherein the first and second categories share a common boundary as a function of a closing velocity and a deployment time of the airbag in the first stage, and wherein the second and third categories share another common boundary as a function of a closing velocity and a deployment time of the airbag in the first stage, and

- wherein the second stage of deployment of the airbag is not triggered if the closing velocity is below a predetermined closing velocity threshold associated with the common boundary.

14. (New) The system as recited in Claim 12, wherein the closing velocity is used in determining the first stage of deployment and in determining the second stage of deployment.